



Project Information	About the Amendment
<p><b>Small Urban Transit Systems - Capital Assistance</b></p> <p><b>Project Sponsor</b> MDOT Maryland Transit Administration</p> <p><b>Date of BRTB Approval</b> 12/15/2020</p> <p><b>TIP ID</b> 40-9502-05</p>	<p><b>Purpose of Amendment</b> This amendment updates FTA Section 5307 and 5339 funds in FY 2021. Section 5307 funds decrease by \$30,000 along with a decrease of \$8,000 in matching funds. These funds will be used for preventive maintenance in Carroll County and are changing to match the actual award as opposed to the forecasted amount. Section 5339 funds increase by \$729,000 along with an increase of \$182,000 in matching funds. This increase is due to providing federal funds to the city of Annapolis, which historically received state funding. Total funding in the TIP increases from \$1.632 million to \$2.505 million.</p> <p><b>Project Description</b> This project provides capital assistance to small urban transit systems throughout the region to purchase vehicles, equipment, and facilities. The Baltimore region's small urban transit system includes Carroll Transit System, the city of Annapolis, Anne Arundel County and Howard County. Planned FY 21 purchases include preventive maintenance and 3 small bus replacements in Carroll County as well as 2 heavy bus replacements and a maintenance lift in the city of Annapolis.</p> <p><b>Conformity Status:</b> Exempt</p>
<p><b>US 1: Bridge Replacements at Tollgate Road and Winters Run</b></p> <p><b>Project Sponsor</b> MDOT State Highway Administration</p> <p><b>Date of BRTB Approval</b> 12/15/2020</p> <p><b>TIP ID</b> 65-2101-13</p>	<p><b>Purpose of Amendment</b> This amendment adds a new project to the 2021-2024 TIP. MDOT SHA is converting funding for engineering from state to federal funding, necessitating the inclusion of the project in the 2021-2024 TIP. The amendment adds \$1.31 million (\$.332 million federal/\$.978 million matching) in engineering funds and \$5.168 million (\$4.886 million federal/\$.282 million matching) in construction funds. The estimated total cost of the project is \$15.35 million, with funding continuing beyond the timeframe covered by the TIP.</p> <p><b>Project Description</b> The project will replace bridge no. 12066 over Tollgate Road and bridge no. 12065 over Winters Run along US 1 in Bel Air. The bridge over Tollgate Road will maintain three 12-foot lanes with a 10' 6" shoulder on each side of the roadway. The bridge over Winters Run will maintain two 12-foot lanes with a 10' shoulder on one side of the roadway and a 19' 6" shoulder on the other side.</p> <p><b>Conformity Status:</b> Exempt</p>

<p><b>MD 835C Sidewalk: Cockey Lane to Old Love Point Road</b></p> <p><b>Project Sponsor</b> MDOT State Highway Administration</p> <p><b>Date of BRTB Approval</b> 12/15/2020</p> <p><b>TIP ID</b> 67-2101-03</p>	<p><b>Purpose of Amendment</b> This amendment adds a new project to the 2021-2024 TIP funded with a repurposed Section 1702 High Priority Project congressional earmark. The project funds engineering in the amount of \$170,000 (\$161,000 federal/\$9,000 matching) for a sidewalk where none currently exists along MD 835C. The original earmark (ID MD055) provided \$306,000 for the design and construction of the Cross Island Trail. This project ultimately received a federal Transportation Alternatives program grant and did not make use of the earmarked funds. The original MD055 earmark required that repurposed funds be used within 25 miles of the original project location. The sidewalk will be located within 1/4 mile of the now complete Cross Island Trail.</p> <p><b>Project Description</b> This project will provide a sidewalk where none currently exists along MD 835C (Love Point Road) between Old Love Point Road and Cockey Lane in Stevensville. The sidewalk will be constructed on the east side of the roadway, following the northbound lane of MD 835C. It is anticipated to be 5 feet wide and will include ADA ramps on named side roads. Inclusion of depressed sidewalk along driveways and crosswalk markings on side roads will be determined during design.</p> <p>The project is funded for engineering only at this point. It is funded with a repurposed Section 1702 High Priority Project earmark. The original earmark (MD055) was \$306,000 dedicated for the design and construction of the Cross Island Trail in Queen Anne's County.</p> <p><b>Conformity Status:</b> Exempt</p>
<p><b>Dundalk Marine Terminal Resiliency and Flood Mitigation Improvements</b></p> <p><b>Project Sponsor</b> MDOT Maryland Port Administration</p> <p><b>Date of BRTB Approval</b> 11/24/2020</p> <p><b>TIP ID</b> 30-2101-82</p>	<p><b>Purpose of Amendment</b> This amendment adds a \$10 million Better Utilizing Investments to Leverage Development (BUILD) discretionary grant to the 2021-2024 TIP. MDOT MPA was awarded funds to provide resiliency and flood mitigation improvements at the Dundalk Marine Terminal. MDOT is providing \$26.7 million in state matching funds for a total project cost of \$36.7 million. A total of \$25.23 million is being added to the 2021-2024 TIP, with funding continuing through FY 2026.</p> <p><b>Project Description</b> This project will enable MDOT MPA to provide resiliency and flood mitigation improvements at the Dundalk Marine Terminal (DMT). The project will install sea curbs to prevent the terminal from flooding during storm surges; install back flow preventers on 15 existing storm drain outfalls to prevent storm surges from flooding low level areas on the terminals; and install a new 10' by 5' concrete box culvert to increase the capacity of the existing collection system to handle extreme rainfall events.</p> <p>MDOT is providing a total of \$26.7 million in state matching funds, with improvements continuing through FY 2026. Engineering for the project is complete.</p> <p><b>Conformity Status:</b> Exempt</p>

<p><b>Low or No Emission (Low-No) Bus Program</b></p> <p><b>Project Sponsor</b> MDOT Maryland Transit Administration</p> <p><b>Date of BRTB Approval</b> 9/22/2020</p> <p><b>TIP ID</b> 40-2101-05</p>	<p><b>Purpose of Amendment</b> This amendment adds \$2.95 million in FTA Section 5339(c) Low or No Emission Vehicle discretionary grant program funds along with \$2.95 million in state matching funds to the 2021-2024 TIP. MDOT MTA was awarded funds from this discretionary grant program to purchase three new electric buses and associated charging infrastructure.</p> <p><b>Project Description</b> The Maryland Department of Transportation Maryland Transit Administration (MDOT MTA) will receive funds to purchase three new electric buses and associated charging infrastructure as it transitions to a zero emissions fleet. MDOT is providing the \$2.95 million in matching funds.</p> <p><b>Conformity Status:</b> Exempt</p>
<p><b>Phoenix Road Bridge No. BC6507 over Gunpowder Falls &amp; NCR Trail</b></p> <p><b>Project Sponsor</b> Baltimore County</p> <p><b>Date of BRTB Approval</b> 9/22/2020</p> <p><b>TIP ID</b> 13-2001-13</p>	<p><b>Purpose of Amendment</b> This amendment adds the project to the 2021-2024 TIP by shifting construction funding from FY 2020 to FY 2021. The project was included in the 2020-2023 TIP and was originally scheduled to advertise for construction in FY 2020. However, delays in right-of-way acquisition delayed advertisement until FY 2021, necessitating inclusion of the project in the 2021-2024 TIP. Construction funding includes \$9.6 million in federal STBG funds along with \$2.4 million in local matching funds.</p> <p><b>Project Description</b> This project replaces Bridge No. BC6507 on Phoenix Road over the Gunpowder Falls and the NCR Trail. The bridge is located in Baltimore County, but is owned and maintained by Baltimore City as it is located within the Loch Raven Reservoir. The construction phase is funded with federal funds originally intended for Baltimore County. Both Baltimore City and Baltimore County are contributing matching funds. The old bridge provided 20' of clear roadway width for two lanes and no shoulders. The new bridge will provide 30' clear roadway width (between traffic barriers) for two 12' lanes and two 3' shoulders.</p> <p>Engineering was completed in FY 2019 with local funds only.</p> <p><b>Conformity Status:</b> Exempt</p>

<p><b>Citywide Traffic Signals, Intelligent Transportation System and Safety Improvements</b></p> <p><b>Project Sponsor</b> Baltimore City</p> <p><b>Date of BRTB Approval</b> 9/22/2020</p> <p><b>TIP ID</b> 12-1218-07</p>	<p><b>Purpose of Amendment</b> This amendment shifts FY 2021 funding from the construction phase to the planning and engineering phases. Construction funds decrease by a total of \$4.5 million (\$3.6 million federal STBG/\$900,000 matching). Planning funds increase by \$1.575 million (\$1.26 million federal STBG/\$315,000 matching) and engineering funds increase by \$2.925 million (\$2.34 million federal STBG/\$585,000 matching). The total amount of funding in the project remains unchanged. The funds shifted to the engineering and planning phases will be utilized for the traffic signal timing optimization project.</p> <p><b>Project Description</b> Intelligent Transportation System (ITS) related work includes but is not limited to: traffic signal system integration, traffic signal timing optimization, traffic surveillance camera expansion, traffic signal replacement and upgrade, fiber optic connections, variable message signs, and traffic detector upgrade, including geometric improvement of intersections. Projects included in this TIP ID are: CCTV and signal rewiring citywide, installation of fiber optic and copper communications citywide, ITS deployment and upgrades citywide, geometric improvements at multiple intersections, traffic signal reconstruction, and traffic signal timing optimization. Engineering funds were included in FY 2019. FY 2021 planning and engineering funds are for the traffic signal timing optimization project.</p> <p><b>Conformity Status:</b> Exempt</p>
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